表面 有心脏的 如一 Approved AS - Release 2002/07/24 ; CIA-RDP80-00926A001700030005-7 CENTRAL INTELLIGENCE AGENCY INFORMATION REPORT DATE DISTR. Nov 1949 COUNTRY Czechoslovakia NO. OF PAGES Information On The History Of SUBJECT Czechoslovakian Railroads NO. OF ENCLS. (LISTED BELOW) PLACE ACQUIRED 25X1A SUPPLEMENT TO DATE ACQUIRED BY SOUR REPORT NO. 25X1X DATE OF INFORMA

- Under what different authorities were different sections of the present 10 day Czech State Railways built?
 - The railways of Czechcslovakia were chiefly built by the old Austra-Hungarian monarchy, as State railways. Private companies have built only a small part, about 15 percent. The difference between State and private railways consisted merely in the method of financing the investments and working expenses, and in commercial management. All railways, State as well as private, were legally required to meet certain standards, to maintain uniform characteristics, like for example, rail gauge, superstructure, signal equipment, brake mechanism, planning of stations, switches, connections, locomotives, cars, maximum grade, etc, traffic regulations, and even employees uniforms were the same. Purely military reasons motivated this. The War Ministry of the old monarchy exercised a predominant influence over the ministry of railways. Many railroad lines were built purely for strategic reasons. For the same reason, all railroads were required to build such facilities as discharge ramps, sidings, and hard standing and parking areas, not justified by economic life or business needs of the country.

Only in exceptional cases, where mountain terrain was too difficult and strategic importance insignificant, did the monarchy permit narrow gauge lines to be built. In Czechoslovakia, narrow gauge railroads are few and of little importance.

The first railroad built on the present day territory of Gzechoslovakia was the "Northern Railroad" (Nordbahn), going from Vienna through Prerov -Moravska Ostrava - Krakow to Imow. It was built for strategic reasons, for use against USSR, in the early forties of the past century. A branch-line of the Northern Railroad (Nordbahn) from Prerov through Olomouc - Ceska Trebova reached Prague in 1845. The present day scheme (or net) of restruction to Carcheslovakia was roughly completed in the 1890's.

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In 1918, the young Czechoslovak Republic was faced with two special problems:

- (a) To connect satisfactorily Czech provinces with Slovakia. In the past, the Austrian part of the monarchy tried to connect Czech provinces firmly with Vienna, for reasons of interior policy. For the same reasons, the Hungarian part laid stress on connection with Budapest, and opposed the connection of Slovakia with the Czech provinces. In order to improve this situation, the Czechoslovak Republic built two new railroad-lines, Veseli n/M Nove Mesto n/V, and Vsetin Broumov Bylnice, across the chain of the Low Carpathians. Furthermore, the Republic rebuilt the important Bohumin Kosice railroad and began to build its second track, still unfinished.
- (b) To complete the Slovakia rail network which was much less extensive than in the Czech provinces. For this purpose, several railroad lines were built, such as Handlova-Horni Stubna -Banska Bystrica, and Cervena Skala-Margecany.

The Republic built also, in the Czech provinces, a second track on several railroad sections, such as Prerov-Ceska Trebova.

At present, Czechoslovakia has about 8,200 miles of railways, 16 miles of Length per 100 square miles (average).

- 2. Q. Did Poland, USSR, Austria, and Germany participate in the development of the railways?
 - A. The answer is wholly negative. Since 1918, when Czechoslovakia was created, Poland, USSR and Austria have not participated in any way in the development of Czech railways. In the 19th century, Germany built a few miles of railroad on the present day Czechoslovakian territory, connecting Bavaria with Cheb and Zittau (in Saxony) with Liberec. Germany owned and managed these short sections until May 15. The Versailles Treaty omitted this fact, and from 1920 to 1938, Czechoslovakia has endeavoured in vain to do away with this anomaly.

During World War II, Germany started building a second track on the railroad Havlickuv Brod -Chotebor, but could not finish it. Expenses were paid not by Germany, but by the Protectorate.

- 3. Q. Name the various State and private rail systems which about 1919 united to form the Czech State Railways. Please also confirm the 1919 date.
 - A. I believe the law uniting the various State and private systems was promulgated in 1919. The main previously existing private railroads were Bustehrad Railroad (Kladno Most), Bohemian North-Western Railroad (Usti n/L-Cheb) and Bohumin Kosice Railroad. Besides that there existed many small companies of local interest. All remnant railroad lines were old Austro-Hungarian State railways, inherited by the Czechoslovak Republic.

One can hardly retain a detailed recollection of such a matter after thirty years, but any Czech encyclopedia, or Czechoslovak code of laws can give all details desired.

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